

Supreme Bench Decision Authorizes Compulsion in Public Utilities

CAN COMPEL MEDIATION

Railroads and Unions Plunged Into Mass of Details of Adjustment

WASHINGTON, March 20.—Complete analysis of the action of the Supreme Court in holding constitutional the Adamson eight-hour law today has emphasized the tremendous scope of the decision. It has settled for all time the right of Congress to legislate by compulsion in the case of public utility corporations. It can fix wages and hours of employment and can compel compulsory arbitration. But what likely will be regarded as the greatest blow to the present policy of organized labor is the direct statement that Congress can fix public utility employees to remain at their posts. In that connection the decision said:

The public right to have interstate commerce uninterrupted is a basic principle paramount to interests of railroad owners or their operators—both in public service and subject to the supreme, unrestricted power of Congress to take any action necessary to maintain freedom and uninterrupted of interstate commerce.

FREER ACTION BY CONGRESS
Officials today expressed confidence that as a result of the unexpectedly free manner in which the court has commented on the entire question Congress will, when it reconvenes, likely be more willing than it previously has been to act on the President's complete labor program, which provides for military control of railroads in emergency and for a compulsory mediation law based on the Canadian act.

No explanation is possible for the statement of Chief Justice White that Congress provides for military control of railroads in emergency and for a compulsory mediation law based on the Canadian act.

But the lawyers who act in the court and heard it, and who declared at the time that the sentiment was "almost revolutionary," insisted today that it indicated that the opinion of the majority of the court was on this point.

If the occasion arises again—and there is little doubt that it will—the attorneys for the railroads can be depended to lay the greatest stress on this contention in seeking court authority by injunction or otherwise to prevent railroad men leaving work.

The Chief Justice's suggestion entirely disposes of the claim made by the chiefs of the railway brotherhoods that "there was no power anywhere to make men work who did not want to do so, and that there was no difference in the law between a mail train and a freight train."

The Chief Justice's suggestion entirely disposes of the claim made by the chiefs of the railway brotherhoods that "there was no power anywhere to make men work who did not want to do so, and that there was no difference in the law between a mail train and a freight train."

The Chief Justice's suggestion entirely disposes of the claim made by the chiefs of the railway brotherhoods that "there was no power anywhere to make men work who did not want to do so, and that there was no difference in the law between a mail train and a freight train."

The Chief Justice's suggestion entirely disposes of the claim made by the chiefs of the railway brotherhoods that "there was no power anywhere to make men work who did not want to do so, and that there was no difference in the law between a mail train and a freight train."

The Chief Justice's suggestion entirely disposes of the claim made by the chiefs of the railway brotherhoods that "there was no power anywhere to make men work who did not want to do so, and that there was no difference in the law between a mail train and a freight train."

The Chief Justice's suggestion entirely disposes of the claim made by the chiefs of the railway brotherhoods that "there was no power anywhere to make men work who did not want to do so, and that there was no difference in the law between a mail train and a freight train."

The Chief Justice's suggestion entirely disposes of the claim made by the chiefs of the railway brotherhoods that "there was no power anywhere to make men work who did not want to do so, and that there was no difference in the law between a mail train and a freight train."

The Chief Justice's suggestion entirely disposes of the claim made by the chiefs of the railway brotherhoods that "there was no power anywhere to make men work who did not want to do so, and that there was no difference in the law between a mail train and a freight train."

War Steps Taken by U. S. to Meet German Menace

PRESIDENT authorizes Secretary of the Navy Daniels to proceed at once with the expenditure of the \$115,000,000 emergency fund to speed up naval construction.

Secretary Daniels places an order for sixty \$300,000 fast submarine chasers with the New York Navy Yard; work to begin today.

Opening of bids tomorrow for 200 or more 110-foot speedboats for coast patrol work.

Possible mobilization of the Atlantic fleet to relieve Allied warships now patrolling the American coast that they may be detailed to guard the ocean lanes in the barred zones.

Retention of the National Guard in the Federal service to form the nucleus of an army of half a million, thought to be the minimum strength contemplated in initial defense plans.

The early graduation of West Point and Annapolis classes to provide officers for the volunteer army.

Active recruiting in all branches of the military forces, particularly for coast and air service.

Suspension of the eight-hour law in all naval works in order to speed up construction, and commandeering of munitions plants if these do not show a ready response in accepting Government contracts for quick delivery and at reasonable figures.

Suspension of the eight-hour law in all naval works in order to speed up construction, and commandeering of munitions plants if these do not show a ready response in accepting Government contracts for quick delivery and at reasonable figures.

Suspension of the eight-hour law in all naval works in order to speed up construction, and commandeering of munitions plants if these do not show a ready response in accepting Government contracts for quick delivery and at reasonable figures.

Suspension of the eight-hour law in all naval works in order to speed up construction, and commandeering of munitions plants if these do not show a ready response in accepting Government contracts for quick delivery and at reasonable figures.

Suspension of the eight-hour law in all naval works in order to speed up construction, and commandeering of munitions plants if these do not show a ready response in accepting Government contracts for quick delivery and at reasonable figures.

Suspension of the eight-hour law in all naval works in order to speed up construction, and commandeering of munitions plants if these do not show a ready response in accepting Government contracts for quick delivery and at reasonable figures.

Suspension of the eight-hour law in all naval works in order to speed up construction, and commandeering of munitions plants if these do not show a ready response in accepting Government contracts for quick delivery and at reasonable figures.

Suspension of the eight-hour law in all naval works in order to speed up construction, and commandeering of munitions plants if these do not show a ready response in accepting Government contracts for quick delivery and at reasonable figures.

Suspension of the eight-hour law in all naval works in order to speed up construction, and commandeering of munitions plants if these do not show a ready response in accepting Government contracts for quick delivery and at reasonable figures.

NEW GIANT FREIGHTERS BOOST PORT'S PRESTIGE

Completion of Two Great Vessels Lends More Laurels to Delaware Yards

Two newly constructed giant freight steamships slid from their ways into the waters of the Delaware today. The twin launching was a further mark of the great shipbuilding industry that has developed in the Delaware River and strengthens its grip on the title, "The Clyde of America."

One of the steamships, the 10,000-ton ocean-going freighter Santa Paula, which slid from the ways of the William Cramp & Sons Company's ship and engine building yards, could be converted into a passenger-carrying ship with slight alterations.

This giant freighter is the second of a fleet of five steamships ordered by the William R. Grace Company, of New York. She will be used for service between ports on the Atlantic and those on the Pacific.

The American Steamship Line, which was launched from the ways of the New York Shipbuilding Company's plant. She is a bulk oil carrier and was built for the Gulf of Mexico.

The Santa Paula is a sister ship to the Santa Rosa, which was launched last December at the Cramp yards. She is 429 feet in length and has a beam of fifty-four feet. The ship is constructed on the fisher-wood system of longitudinal framing and has seven main water-tight bulkheads and deep storage tanks for the storage of fuel oil.

The sponsor of the Santa Paula was Mrs. Margaret Y. Mathison, wife of Donald Mathison, marine superintendent of the Grace Company, who arrived in Philadelphia this morning with a christening party of fifteen members, composed mostly of officials of the steamship company and their wives.

The Santa Paula is a sister ship to the Santa Rosa, which was launched last December at the Cramp yards. She is 429 feet in length and has a beam of fifty-four feet. The ship is constructed on the fisher-wood system of longitudinal framing and has seven main water-tight bulkheads and deep storage tanks for the storage of fuel oil.

The sponsor of the Santa Paula was Mrs. Margaret Y. Mathison, wife of Donald Mathison, marine superintendent of the Grace Company, who arrived in Philadelphia this morning with a christening party of fifteen members, composed mostly of officials of the steamship company and their wives.

The Santa Paula is a sister ship to the Santa Rosa, which was launched last December at the Cramp yards. She is 429 feet in length and has a beam of fifty-four feet. The ship is constructed on the fisher-wood system of longitudinal framing and has seven main water-tight bulkheads and deep storage tanks for the storage of fuel oil.

The sponsor of the Santa Paula was Mrs. Margaret Y. Mathison, wife of Donald Mathison, marine superintendent of the Grace Company, who arrived in Philadelphia this morning with a christening party of fifteen members, composed mostly of officials of the steamship company and their wives.

The Santa Paula is a sister ship to the Santa Rosa, which was launched last December at the Cramp yards. She is 429 feet in length and has a beam of fifty-four feet. The ship is constructed on the fisher-wood system of longitudinal framing and has seven main water-tight bulkheads and deep storage tanks for the storage of fuel oil.

The sponsor of the Santa Paula was Mrs. Margaret Y. Mathison, wife of Donald Mathison, marine superintendent of the Grace Company, who arrived in Philadelphia this morning with a christening party of fifteen members, composed mostly of officials of the steamship company and their wives.

The Santa Paula is a sister ship to the Santa Rosa, which was launched last December at the Cramp yards. She is 429 feet in length and has a beam of fifty-four feet. The ship is constructed on the fisher-wood system of longitudinal framing and has seven main water-tight bulkheads and deep storage tanks for the storage of fuel oil.

The sponsor of the Santa Paula was Mrs. Margaret Y. Mathison, wife of Donald Mathison, marine superintendent of the Grace Company, who arrived in Philadelphia this morning with a christening party of fifteen members, composed mostly of officials of the steamship company and their wives.

The Santa Paula is a sister ship to the Santa Rosa, which was launched last December at the Cramp yards. She is 429 feet in length and has a beam of fifty-four feet. The ship is constructed on the fisher-wood system of longitudinal framing and has seven main water-tight bulkheads and deep storage tanks for the storage of fuel oil.

The sponsor of the Santa Paula was Mrs. Margaret Y. Mathison, wife of Donald Mathison, marine superintendent of the Grace Company, who arrived in Philadelphia this morning with a christening party of fifteen members, composed mostly of officials of the steamship company and their wives.



Photo by International Film Service.

WEDS PHILADELPHIA CLUBMAN
Mrs. William Earle Dodge, who was divorced from her husband last October, was married in New York today at noon to George D. Widener, Jr., whose father, George D. Widener, traction magnate, perished on the Titanic. The new Mrs. Widener is the daughter of Henry T. Sloane.

GEORGE D. WIDENER WEDS
MRS. JESSIE S. DODGE
Wealthy Young Philadelphian, Son of Titanic Victim, Marries New York Divorcee

The marriage of Mrs. Jessie Sloane Dodge and George Dunstan Widener took place today at noon at the home of Mrs. Dodge, in New York. Mrs. Widener recently obtained a divorce at Flattsburgh, N. Y., from Earl Dodge. She is thirty-three years old and the daughter of Harry T. Sloane, of New York.

The bridegroom is the son of the late George D. Widener, of Philadelphia, who perished on the Titanic, and he is listed as among the wealthiest Philadelphians. He gave his age as twenty-eight and his residence as Elkens Park, Pa.

WHITE HORSE PIKE JOB
APPEAL BEFORE COURT
Suit Would Reverse Supreme Court and Order \$693,443 Work to Proceed

TRENTON, N. J., March 20.—Argument was commenced this afternoon in the Court of Errors and Appeals on an appeal from the Supreme Court, setting aside under certiorari resolutions of the Atlantic County Board of Freeholders awarding a contract to Liddle & Pfeiffer for the reconstruction of the main highway between Atlantic City and Philadelphia, known as the White Horse Pike, and a portion of the Ocean Boulevard in Atlantic County for \$693,443.48.

The award was attacked by ex-Assemblyman Carlton Godfrey and Henry Weider, both of Atlantic City, on technical grounds. Theodore W. Schimpf and ex-Judge Clarence L. Cole, representing the prosecutors, Godfrey & Weiderhold, argued that the freeholders were without power to pass the resolutions awarding the contract until they had the money in hand to pay for the work.

It was also argued that the act under which the contract was awarded was unconstitutional. They ask that the judgment of the Supreme Court be affirmed.

Senator Emerson L. Richards and Riker & Riker, for the appellants, the freeholders and the contractors, contended that there was no complaint of fraud; that no taxpayer has been injured in the award of the contract, and that a public work of this kind should not be delayed at this time with the prices of material and labor continually increasing. The bid was made and accepted in good faith, it was contended, and the work should be allowed to proceed. To that end it is asked that the judgment of the Supreme Court be reversed and the award be affirmed.

CO-BOSS, CO-BOSS! HERD
CRIED AND BOSS! MOED
Two More Wandering Cows Still Missing From Abattoir

A drove of cows was being led to the slaughter from the stock yards to the abattoir of Isaac Cross, 2294 South Seventh street, early this morning when two condemned animals disappeared "pop"—just like that. The cowherd was heavily scored for his negligence, but cried out through his tears, "I would know them—I would know them anywhere."

At early dawn two men and a cow arrived in front of Cross's place.

"Here you are," they exclaimed, "a nice fat cow for \$25."

"That's her!" cried the unlucky cowherd joyfully. "Come here, Bossie."

EPISCOPAL CHURCH BENEFICIARY OF WILL

Mrs. Phoebe Ashbridge, of Ardmore, Leaves Many Requests for Missions and Institutions

Holy Trinity Episcopal Church, Nineteenth and Walnut streets, in particular, and the Episcopal Church and Institutions generally, profit materially under the will of Mrs. Phoebe N. Ashbridge, who lived in Ardmore and was widely known in Philadelphia because of her benefactions and "Christian work." Her estate is valued at \$50,000 and upward.

According to her will, probated at Norristown today, all her jewelry and silverware is to be melted and the silver and gold wrought into communion services for poor mission churches, to be selected by the rector, church wardens and vestrymen. The precious stones, setting and jewelry are to be sold and the money realized to defray the expenses of making the communion sets.

If there is more than enough for this purpose, then the surplus is to be used to buy more communion sets as needed.

Other bequests to Holy Trinity include \$5000 to be used for care of poor and sick of the congregation of the Chapel of the Prince of Peace, \$1000 to Dorcas Society and same amount to the McVicker Fund, and the residue of her estate, which is bequeathed to the Endowment Fund; \$2000 to be used to pay rental of her pew, so that those who cannot afford to pay may use it; \$5000 each is bequeathed to the Episcopal Hospital and to the Pennsylvania Hospital, Philadelphia; \$500 to Hampton Agricultural Institute, Hampton, Va.; \$5000 each to Episcopal bishops of Alaska and Oklahoma, namely, Bishop Rowe and Bishop Thurston, to use for mission purposes in memory of her sister, Sarah Bonner; \$5000 to General Clergy Relief Fund of the Protestant Episcopal Church of Philadelphia, \$10,000 to St. Mark's Church, Ashland, N. H., and the same amount to the Episcopal Church of New Hampshire, to be used by the bishop for mission work.

To St. Mary's Church, Ardmore, \$1000 is to be applied to the Poor Fund and to the

Pennsylvania Medical Missionary Society; \$5000 is given in memory of her sister, Miss Bonner. Two servants, Margaret Whitty and Mary O'Conner, are given \$1000 each. Eight godchildren are bequeathed \$500 each and \$5000 is given to Charles Stauffer, of Philadelphia, and \$1000 to his son Charles.

The Western Association of Ladies for the Relief and Employment of Poor of Philadelphia, 19 South seventeenth street, Philadelphia, is given \$10,000.

TRAFFIC EXPERT OFFERS SERVICES TO NATION
R. W. Tunis Says National Bureau Can Obviate Mix-Ups in Troops' Movements

R. W. Tunis, head of the National Traffic Service Bureau, Thirteenth and Spring Garden streets, today sent to President Wilson the following telegram:

"My services and assistance of National Traffic Service Bureau are at the Government's disposal free in national emergency. Mr. Tunis is a traffic expert and has had much experience in such problems as will confront the Government in case war comes. He aided in the Spanish-American War and has often advised in Mt. Gretna convalescents.

Mr. Tunis was prompted to offer his services because of the many traffic mix-ups that resulted when the Mexican crisis caused the troops to be sent to the border. Traffic movements properly directed, he said, would obviate all mix-ups.

C. H. S. CREW CAPTAIN RESIGNS
Russell Gives Up Job for Studies, Kreckler His Successor

Russell Armstrong, of the Central High School crew, resigned as captain this afternoon in order to pay more attention to his studies. Armstrong was one of the star rowers last year at Central. He also has won his letters on the basketball and football teams. His brother Miffin is the star swimmer of the school. He won the fancy dive at the interscholastic champs. It was expected that his brother would succeed him on the crew, but he also refused the position. William Kreckler finally was chosen captain of the crew for the season.

City News in Brief

A TRIFLING FIRE, supposedly started from tar boiling over, occurred today in the Schleicher Jute Cordage Company's plant, Trenton and Erie avenues. The fire clouded the sky in the tar-boiling room, hindered the firemen for a short time. Two hundred employees in the plant kept at their work in another building.

CHIEF INSPECTOR Herbert M. Schofield, at the Schuylkill Arsenal, has been commissioned by President Wilson as a captain in the army reserve quartermaster corps. His experience is nearly ten years in the inspection department of the army quartermaster corps will be valuable in the event of war.

MEMORIAL SERVICES for the late John D. Lankenau, founder of the Mary A. J. Drexel Home, were held at the institution, Sunday was the 100th anniversary of the founder's birth. Judge Staake is resident of the home and he made an address on the benefactions of the founder. Other speakers were the Rev. Drs. George W. Sandt and Henry Offerman.

FARM OPPOSITE the navy yard has been offered to the Government in the event of war by Frank Lytner, secretary and treasurer of the Lyster Sheet Metal Company, Inc., of 1218 Filbert street. The farm comprises fifty acres. Secretary Daniels has written to Lytner thanking him for his offer.

PUBLIC NURSES are needed throughout the country, according to Miss Mary E. Lent, of New York, associate secretary of the National Organization for Public Health, in an address in the lecture hall of Hahnemann College. Miss Lent spent the last six months of 1916 reorganizing the public nursing system of Los Angeles. She then journeyed across the continent, making a study of nursing conditions.

UNDESIRABLE AWNINGS will be removed in the vicinity of Fortieth and Market streets and Market street in the Twenty-seventh Ward will be resurfaced, with the carrying out of two city ordinances. Mayor Smith has instructed the Department of Public Safety that all unsightly awnings and awning frames must be removed by April 26.

THE ROTARY CLUB of Philadelphia will hold its annual dinner tonight at 6:15 in the building of the Curtis Publishing Company. An attractive program, including an exhibition of motion pictures, has been arranged.

SHORTAGE OF MARINE bottoms is being met by novel means. The Government dredge Gedney has been purchased by A. B. Cummins, ship broker, with offices at 127 Walnut street, and will be converted into a schooner for foreign trade. This is the first time so far as known, that a vessel of this character has been changed to a merchant vessel.

MILITARY TRAINING under Lieutenant Colonel Henry Page, U. S. A., has been adopted by the students in a division from Philadelphia medical colleges this spring. The internes in hospitals are to be organized for army service by Dr. Ross Patterson, dean of Jefferson Medical College.

JOHN H. McFADDEN, JR., treasurer of the first session of the American Steamship Line in France, received contributions and pledges totaling more than \$2000 following a lecture given by him at the Huntingdon Valley Country Club. Mr. McFadden is appealing for \$125,000 to purchase, equip and keep running one year three new ambulance sections.

TRENTON, March 20.—General George W. Goethals, who is wanted by Governor Edge to construct New Jersey's \$15,000,000 highway system, had a conference of more than an hour with the State House Commission, composed of the Governor, Treasurer, Road and Comptroller, Edge, today. An announcement was made at the close of the meeting, but it is stated on good authority that the General will direct the road work. The subject of compensation was not taken up, but it is thought that it will be about \$15,000 or \$20,000 yearly. The General went away without making any statement.

Germans Capture Norse Food Ship
BERLIN, March 20.—The Norwegian steamship Advance, from Rotterdam for London, with 200 tons of foodstuffs, has been captured by the Germans and taken into Zeebrugge, Belgium, as a prize of war, it was announced today through the Overseas News Agency.

There is no Norwegian steamship of the name of Advance listed at Lloyd's.

Germans Stiffen Lines in Great Retreat

Continued from Page One
Fighting from the German front may soon be expected along the new battle front.

GERMANS WIN POSITION ON FRONT AT VERDUN

BERLIN, March 20.—Another success for the Germans on the Verdun front, where a French position 200 yards wide was captured along with its garrison was reported by the German War Office today.

Fighting has been in progress all along the western front, from the North Sea to the mountains of upper Alsace. Thirteen more Allied aeroplanes have been shot down in air combats, the War Office announced.

In the district evacuated by the Germans between the Aisne and Arras a number of engagements have been fought with infantry and cavalry, in which the Allies lost heavily, according to the official statement.

It was stated that the Germans, upon retiring in this district, destroyed everything which could be of any military value to the Allies.

Between Lens and Arras artillery dueling has become much more spirited.

FRENCH ATTACKS BREAK UNDER BULGARS' FIRE

BERLIN, March 20.—The French offensive against the German and Bulgarian forces between Coblenz and Prussian Lakes and on the heights north of Monastir has now entered into its ninth day without bringing any success to the attackers, the War Office announced today in a statement on Macedonian operations.

The French troops advanced in storming attacks over a broad front. Most attacks broke down under the fire of the German allies, it was said, but in some places the fighting came to hand-to-hand engagements. The War Office said that all the attacks failed.

Particular tribute was paid to the bravery of Germany's allies in repulsing the French assaults.

North of Lake Dolran several British companies were dispersed by German artillery fire.

CO-BOSS, CO-BOSS! HERD CRIED AND BOSS! MOED

Two More Wandering Cows Still Missing From Abattoir

A drove of cows was being led to the slaughter from the stock yards to the abattoir of Isaac Cross, 2294 South Seventh street, early this morning when two condemned animals disappeared "pop"—just like that. The cowherd was heavily scored for his negligence, but cried out through his tears, "I would know them—I would know them anywhere."

At early dawn two men and a cow arrived in front of Cross's place.

"Here you are," they exclaimed, "a nice fat cow for \$25."

"That's her!" cried the unlucky cowherd joyfully. "Come here, Bossie."

"You're batty," quoth the young men kindly.

Nevertheless the cow was recovered and the two men arrested. They were William Ennis, 2335 South Percy street and Bernard Quinn, 1118 South Twenty-third street. They were held until \$250 had until tomorrow by Magistrate Meekley, who expressed hope that the other two cows might be found.

LYAUTEY AND BRIAND OUT OF NEW CABINET

PARIS, March 20.—General Lyautey, former Minister of War and military idol of France, has been left out of the new Cabinet formed by Alexandre Ribot to succeed the Briand ministry. Nor has Aristide Briand, known a few months ago as "the strong man of France," any portfolio in the new Government. M. Ribot took for himself the posts of Premier and Foreign Minister, while the Ministry of War was given to Paul Painleve, former Minister of Instruction and Inventions.

General Lyautey was named Minister of War last December, and soon became war dictator of France. He resigned on March 14 as a result of differences with the Chamber of Deputies.

Michael Murphy Remembers Church
By the will of Michael Murphy, of Overbrook, bequests of \$10,000 each are given to St. John's Orphan Asylum, Catholic Home for Destitute Children, Philadelphia; St. Joseph's Protectors, Norristown; St. Vincent De Paul, Philadelphia; St. Francis' Home for Convalescents, Darby. The rest of his estate, valued at about a million dollars, is divided among his family and grandchildren.

TOO LATE FOR CLASSIFICATION
DEATHS
LONG.—March 19, ROBERT W. husband of Annie Long (nee Elliott), aged 65. Relatives and friends invited to funeral, Thurs., P. M., 2:30, 5251 Fairview st. Remains can be viewed Wed., 8 to 10 P. M., at Oakland home.



Vocal Delights in New Columbia List

THE Tenor of Tenors, Lazaro, gives a magnificently powerful rendering of the great aria, "M'Appari" from "Martha"—note on note leading up to a climax so breath-taking and wholly tremendous that it could only have been sung by the one "marvel-voice." (48788)

Among the other distinguished artists, Lucy Gates sings "The Nightingale Song" and the well-known "Listen To The Mocking Bird" in a soprano of exquisite quality that, combined with bird-calls by a marvelous girl whistler, makes this a record truly worth hearing. (A 5937) Another remarkable record is Graveure's interpretation of the infinitely sweet melody of the world's most loved lullaby, "Kentucky Babe," (A 5939) and Morgan Kingston's wonderfully expressive singing of "My Little Love" and "Wonderful Garden of Dreams." (A 5934)

Al Jolson is again the "star number" of the fourteen popular vocal hits, with "Ev'ry Little White" (A 2181), and there are ten dances as good as the fox-trot listed below.

- A Glimpse of This Month's Song and Dance Hits**
- | | | | |
|----------------------------------|------------------------------------------------------------------------|------------------------------------|---------------------------------------------------------------------------------------------|
| A 2189
10-inch
75c. | THERE'S JUST A LITTLE BIT OF MONKEY.
M. J. O'Connell, tenor. | A 5930
12-inch
\$1.00 | POOR BUTTERFLY. Introducing "Come on Down to Ragtime Town." Fox-Trot. Prince's Band. |
| A 2184
10-inch
75c. | COME OUT OF THE KITCHEN, MARY ANN.
M. J. O'Connell, tenor. | A 2171
10-inch
75c. | YOU AND I. Fox-Trot. Prince's Band. |
| | THAT GOODY MELODY.
Irving Kaufman, tenor. | | I'M COMING BACK TO CALIFORNIA. Empire Male Trio. |
| | MISERY.
George O'Connor, tenor. | | THE WHOLE WORLD COMES FROM DIXIE.
Irving Kaufman, Tenor. |

Then there is Easter music by the Columbia Double Mixed Quartette, violin classics played by Frank Gittelson, a truly marvelous symphonic rendering of Tschaiakowsky's "Marche Slave," two triumphs by the Trio de Lutèce, three readings by Olga Petrova, the famous screen star, orchestral triumphs, band marches, quartettes, Christian Science hymns, Ballet Russe, light opera and vocal selections, and accordion-banjo and banjo novelties. There is rich variety in this month's list—well worth a visit to your dealer today.

Columbia Records

New Columbia Records on sale the 20th of every month.
Pennsylvania Talking Machine Co. DISTRIBUTORS
210 North Broad Street
For Sale by Dealers Everywhere